Tri-Weekly Standard.

W. W. HOLDEN & SON,

EDITORS OF THE STANDARD. And authorized publishers of the Laws of the United

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superior to the Standard. Letters must be addressed to

W. W. HOLDEN & SON, Raleigh, N. C.

Five-Twenties to be paid in Gold.

Though the substance of the following correspondence has been made known, we have not before seen the letters comprising it. Mr. McCulloch's letter will have the effect to check any tendency of a decline in our government bonds abroad. But, still as neither the Secretary nor any other power can undertake to answer for the future ac tion of Congress, it would be very well, and the subject of the inquiry should be removed by speedy legislation.

NEW YORK, November 13,1866. Treasury, Washington, D. C .:

Government will avail itself of the option of and she was decently " put away." paying the five-twenty bonds of 1862 next | When we think of that poor old creature's much below the price at which they would sell were it understood that the Government regards itself as bound to pay them in gold.

Should you deem it proper to give an explanation of your views as to the kind in which the principal of the bonds is payable, of which we could make use through our opinion would be of much interest to foreign

We are, dear sir, your obedient servants. L. P. Morton & Co. TREASURY DEPARTMENT, November 15, 1866. GENTLEMEN: Your favor of the 13th inst. is received. I regard, as did also my predepayable in coin. The bonds that have ma have been so paid, and I have no doubt that the same will be, true with all others, this being, as I understand it to be, the established policy of the Government. The five-twenty bonds of 1862 will either be called in at the expiration of five years from their date, and paid in coin, or be permitted to run until the Government is prepared to pay them in

I am, very truly, yours, Ниди Мс Сильоси, Secretary. To Messrs. L. P. Morton & Co., New York.

Judicial Decision in Virginia -- A White Man can Rightfully Shoot a Negro. Washington, Nov. 25 .- An ex-officer of the Freedmen's Bureau, who has just returned to this city on a trip through the northern part of Virginia, reports that the mountainous region, including the towns of Lynchhostile to the black man and the white Uni-

toward the negroes. A few weeks since, a respectable black

young man, who turned out to be one of the students of Gen. Lee's College, talking with a colored girl. Thinking he probably meant to accomplish her ruin, the black man stood ticing that he stopped, ordered him to move with a threat renewed his order to which the black man replied that he thought he had a right to stand on the sidewalk. The student rushed into a building close by, where some of his classmates roomed, and demanded a pistol. When summoned to give their evidence at the trial, the students testified that they asked him what he wanted a pistol for, and he replied, "To shoot a negro with who insulted me." They advised him returned to the street but the negro had gone. Ascertaining the direction from the girl, he went after him, shot him through, and then

The negro died before morning, but he that the laws of Virginia have always recognized the difference between the white man and the black ; that a white man may protect himself from negro insults; that though should discharge the defendant from cus-

The effect of this decision is to justify shooting a negro in cold blood who endeavors to save any of the females of his race from | dier, who sells newspapers, recently sold in a injury or ruin .- Wash. Cor. N. Y. Tribune.

Two millions of death by famine on the ting evidence of their desire to obtain edushores of the bay of Bengal are reported. cation.

[From the Evening Post.] Cyrus W. Field.

We hope we do not violate confidence in stating a fact to the honor of a New York merchant, which, though a private transaction, ought to be known. Our fellow-citizen, Mr. Cyrus W. Field, whose name will always be connected with the Atlantic Telegraph, has twice nearly ruined himself by his devotion to that enterprise. Though a man of independent fortune when he began, he embarked in it so large a portion of his capital as nearly to make shipwreck of the whole. While in England, engaged in the expedition of 1857, a financial storm swept over this country, and his house suspended, but on his return he asked only for time, and paid all in full with interests. But the stoppage was a heavy blow, and being tollowed by a fire in 1859, which burned his store to the ground, and by the panic of December, 1860, just before the breaking out of the war, he was finally obliged to compromise with his creditors. Thus released, devoted himself to the work of his life, which he has at last carried through. The success of the Atlantic Telegraph, we are happy to learn, has brought back a portion of his lost wealth, and his first care has been to make good all losses to others. He has addressed a letter to every creditor who suffered by the failure of his house in 1860, requesting him to send a statement of the amount compromised, adding the interest for nearly six years, and as fast as presented Court advertisements will be charged 25 per returns a check in full. The whole amount will be about \$200,000. Such a fact, however he may wish to keep it secret, ought to be known to his honor and to the honor of the merchants of New York.

> EXTREME POVERTY .- We have been persistent in calling attention to the fact, that in our midst, there were a large number of persons in destitute circumstances, and, without assistance they must suffer this winter. With but a few exceptions, our appeals have gone unheeded. Our people are not illiberal, neither are they hard-hearted; but what we lack, is system -some plan by which this class of our people may be reached-and while all are willing to give, there seems to be no one who will take hold of the matter, and bring the objects of charity promptly and prominently before us.

We presume there are but few of our citizens who are aware of the fact, that an aged, and very pious old lady died in our town last perhaps very necessary, that all doubt upon | Saturday night, whose poverty was of the most beggarly character. After her death, some of our female friends were called in to prepare her body for the tomb. The house The Hon. Hugh Mc Culloch, Secretary of the was found comfortless-the night very cold, and not enough wood to kindle a fire could DEAR SIR: We have good reason for he- be found on the premises. Not a cent of lieving that an impression prevails very gen- money with which to buy a shroud for the erally in London and to some extent in Paris | departed saint. These necessaries, however, and Germany also, that the United States | were furnished by kind hearted merchants,

year, and that the liquidation will be made sufferings-for she must have lacked for in currency. This idea keeps the bonds | many comforts-we drop our head with very shame, and can only hope that she did not die hungry!

Perhaps we may weary the patience of our readers by these oft repeated appeals to them to remember the poor-then, be it so; duty compels us to speak for the poor and destitute-the widow and the orphan-the sick European circular, we have no doubt the and afflicted. Our attention is being daily called to the fact, and we are urged to speak, and that feelingly .- Goldsboro' News.

VIOLINS AND VIOLIN-MAKERS,-Persons who nold with Dean Swift in despising "fiddlers and all their fine stuff" happily, are a minority in these our musical days cessors, all bonds of the United States as will not believe how much curious and varied information gathers itself round the most tured since the suspension of specie payments | difficult to handle, yet the most exquisite, of musical instruments. Less available as representing music with all its fulness of harmonies than the pianoforte, and requiring, as it does, special physicial qualifications not to be acquired by the most patient labor—even the singer, whose instrument is part and parcel of his own frame, can hardly express his feeling or sentiment more intimately than the wordless interpreter who caresses the violin. Then it has a peculiarity which sets it apart from all its comrades-that of being better for age. Whereas every other instrument wears out, a violin ripens with time-nor can the most artificial or ingenious use of science replace the steady, mellowing process of years. By baking the wood, and by using acids, a temporary semblance of the rich old tone of the great Italian and Tyrolese violins may, we are informed, be fabricated; but the result is only temporary, and the precociously-formed manufacture does not abide wear burg, Lexington, Staunton, &c., is bitterly and tear. It is no more possible to improvise a violin than it is to force a cedar-tree. onists. The latter are slowly selling out their | Further antiquarian interest is given to the real estate and moving northward. It is subject by the fact, that in the production of with the utmost difficulty and in spite of the violin certain secrets of construction have bitter opposition from the people of all that section of the country that colored schools nishes, which add so much to the value of are established there. The following judicial | the old Italian instruments-possibly to their decision, just given in Lexington, reveals the sonority, certainly to their preservationfeeling of even the best class of the whites seems as little ascertainable as that of the old

A well-made violin contains more than fifman walking homeward just at dark saw a ty different pieces of woods, the woods being three: maple, red deal and ebony. Th wood must be thoroughly seasoned, especially the red deal; and the only artist of modern times who is said to counterfeit the works still a moment to watch. The student, no of the great Italian makers-M. Vuillaume, of Paris-has done so mainly by a most careon. The negro remaining quiet, the student ful selection of materials. Many a roof and panel from Swiss chalets have found their way into his workshop. Be the grain ever so good, the material must have undergone

the slow action of time Gaspard Duiffoprugcar, a Tyrolese, estab lished at Bologna in 1510, who went to Paris at the invitation of Francis the First, af terward removed to Lyons, is said to have been the first maker of the genuine violin we have on record. Not even old pictures have to take a club and knock him down; but on risen in value comparably with old violins. his refusal to take the club, one of them handed him a revolver. He immediately (born in 1683, died in 1745,) was some four pounds or thereabouts. He was an irregular maker, because he was a careless, eccentric man; but his best violins seem to have been best of the best." Paganini played on one of them; and for "the magnificent violing lived long enough to testify against his mur- known by the name of the King Joseph derer. On the trial the pistol was produced and all the facts proved. The Judge, after sum of £700, which is the largest amount even Guarnerius, Mr. Hart received the enormous hearing all the testimony, including the statement of the student himself, decided the violin is nothing without its bow; and violin-makers are not bow-makers. born 1747, died 1835,) and whose productions, highly finished, and made of the finest the deed was clearly proved, it was the re- Brazil wood, are as precious, according to sult of the insult; and that, therefore, he their order, as the Cremonese violins which they bid to "discourse."-New York Musical

> In Savannah, a one-armed Confederate solfew weeks 1,000 spelling books. Eight hun

RALEIGH, N. C., TUESDAY, DECEMBER 4, 1866.

OFFICIAL.

LAWS OF THE UNITED STATES.

Passed at the Second Session of the Thirty-seventh Congress, which was begun and held at the City of Washington, in the District of Columbia, on Monday, the second day of December, A. D. 1861, and inded on Thursday, the 17th day of July, A. D. 1862.

PROCLOMATIONS.

ABRAHAM LINCOLN, President. HANNIBAL HAM LIN, Vice President, and President of the Senate. Solomon Foote was elected President of the Senate, pro tempore, on the eightenth, day of July, and continued so to act until the close of the session. GALUSHA A. GROW, Speaker of the House of Representatives.

Each of the contracting parties shall have the right, a year before the expiration of that term, to demand the revision of the tariff. But if, during the seventh year, neither the one nor the other of the contracting parties shall avail itself of this right the tariff then existing shall continue to have the force of law for seven years more, dating from the day of the expiration of the seven preceding years; and the same shall be the case with respect to every successive period of seven

Article XXIII. The present treaty shall be ratified, and the ratifications shall be exchanged at Constantinople in three calendar months, or sooner, if possible, and shall be carried into exe-

Done at Constantinople, on the twenty fifth day of February, 1862.

EDWARD JOY MORRIS, [L. S.]
AALI, [L. S.] AALI,

And whereas, the said Treaty has been duly ratified on both parts, and the respective ratifications of the same were exchanged at Constantinople, on the fifth ultimo, by Edward Joy Morris, minister resident of the United States at the Sublime Porte, and by his Highness Mehemed Emin Aali Pacha, minister of Eoreign Affairs of His Imperial Majesty the Sultan of the Ottoman Empire, on the part of their respective Govern-

Now, therefore, be it known that I, Abraham Lincoln, President of the United States of America, have caused the said Treaty to be made public, to the end that the same and every article and clause thereof, may be observed and fulfilled with good faith by the United States and the citi-In witness whereof, I have hereunto set my hand and caused the seal of the United States to

Done at the city of Washington, this the second day of July, in the year of our Lord one thousand eight hundred [L. 8.] and sixty-two, and of the independence of the United States of America the

eighty-sixth, ABRAHAM LINCOLN. By the President:

William H. Seward, Sec. of State. Britain for the Suppression of the Slave Trade. Concluded at Washington, April 7, 1862. Rati-

A PROCLAMATION.

WHEREAS a treaty between the United States of | committed. America and her Majesty the Queen of the United Kingdom of Great Britain and Ireland was concluded and signed by their respective Plenipo-tentiaries, at the city of Washington, on t e seventh day of April last, which treaty is, word for word, as follows: Treaty between the United States of America and

her Majesty the Queen of the United Kingdom of Great Britain and Ireland, for the suppression of the Atrican slave trade. The United States of America and her Majesty the Queen of the United Kingdom of Great

Britain and Ireland, being desirous to render more effectual the means hitherto adopted for the suppression of the slave trade carried on upon the coast of Africa, have deemed it expedient to concinde a treaty for that purpose, and have named as their Plenipotentiaries, that is to say: The President of the United States of America,

William H. Seward, Secretary of State; And her Majesty the Queen of the United Kingdom of Great Britain and Ireland, the right hon-orable Richard Bickerton Pemell, Lord Lyons, a oeer of her United Kingdom, a knight grand cross f her most honorable Order of the Bath, and her Envoy Extraordinary and Minister Plenipotenary to the United States of America; Who, after having communicated to each other

their respective full powers, found in good and due form, have agreed upon and concluded the following articles:
Article I. The two high contracting parties

mutually consent that those ships of their respec-tive navies which shall be provided with special instructions for that purpose, as hereinafter men-tioned, may visit such merchant vessels of the two nations as may, upon reasonable grounds, be suspected of being engaged in the African slave trade, or of having been fitted out for that purpose; or of having, during the voyage on which they are met by the said cruisers, been engaged in the African slave trade, contrary to the pro visions of this treaty; and that such cruisers may detain, and send or carry away, such vessels, in order that they may be brought to trial in the manner hereinafte, agreed upon.

In order to fix the reciprocal right of search in such a manner as shall be adapted to the attain-

ment of the object of this treaty, and at the same time avoid doubts, disputes, and complaints, the said right of search shall be understood in the manner and according to the rules following: First. It shall never be exercised except by ves sels of war, authorized expressly for that object, according to the stipulations of this treaty.

Secondly. The right of search shall in no case

be exercised with respect to a vessel of the navy of either of the two Powers, but shall be exercised only as regards merchant-vessels; and it shall not be exercised by a vessel of war of either contracting party within the limits of a settlement or port, nor within the territorial waters of the

other party.

Thirdly. Whenever a merchant-vessel is search-Thirdly. Whenever a merchant-vessel is searched by a ship of war, the commander of the said ship shall, in the act of so doing, exhibit to the commander of the merchant-vessel the special instructions by which he is duly authorized to search; and shall deliver to such commander a certificate, signed by himself, stating his rank in the naval service of his country, and the name of the vessel he commands, and also declaring that the only object of the search is to ascertain whether the vessel is employed in the African slave trade, or is fitted up for the said trade.— When the search is made by an officer of the cruiser who is not the commander, such officer shall copy of the before-mentioned special instructions, signed by the commander of the cruiser; and he by himself, stating his rank in the navy, the name of the commander by whose orders he proceeds to make the search, that of the cruiser in which he sails, and the object of the search, as above de-scribed. If it appears from the search that the papers of the vessel are in regular order, and that it is employed on lawful objects, the officer shall enter in the log-book of the vessel that the search has been made in pursuance of the atoresaid special instructions; and the vessel shall be left at liberty to pursue its voyage. The rank of the officer who makes the search must not be less than that of Lieutenant in the navy, unless the com-mand, either by reason of death or other cause, is at the time held by an officer of interior rank. Fourthly. The reciprocal right of search and detention shall be exercised only within the dis-tance of two hundred miles from the coast of Africa, and to the southward of the thirty-second parallel of north latitude, and within thirty leagues from the coast of the Island of Cuba.

Article II. In order to regulate the mode of

carrying the provisions of the preceding article into execution, it is agreedinto execution, it is agreed—

First. That all the ships of the navies of the two nations which shall be hereafter employed to prevent the African slave trade shall be furnished by their respective Governments with a copy of the present treaty, of the instructions for cruisers annexed thereto, (marked A.) and of the regula-tions for the mixed courts of justice annexed thereto, (marked B₁) which annexes respectively shall be considered as integral parts of the present

the other the names of the several ships furnished with such instructions, the force of each, and the names of their several commanders. The said commanders shall hold the rank of captain in the navy, or at least that of lieutenant; it being never ess understood that the instructions originally issued to an officer holding the rank of lieutenant of the navy, or other superior rank, shall, in case of his death or temporary absence, be sufficient to authorize the officer on whom the command of the vessel has devolved to make the search, al-though such officer may not hold the aforesaid

rank in the service. Thirdly. That if at any time the commander of a cruiser of either of the two nations shall suspect that any merchant-vessel under the escort or convoy of any ship or ships-of war of the other nation carries negroes on board, or has been engaged in the African slave trade, or is fitted out for the purpose thereof, the commander of the cruiser shall communicate his suspicions to the commander of the convoy, who, accompanied by the commander of the cruiser, shall proceed to the search of the suspected vessel; and in case the suspicions appear well founded, according to the tenor of this treaty, then the said vessel shall be conducted or sent to one of the places where the mixed courts of justice are stationed, in order that it may there be adjudicated upon. Fourthly. It is further mutually agreed that the communders of the ships of the two navies, respectively, who shall be employed on this service, shall adhere strictly to the exact tenor of the aforesaid instructions.

Article III. As the two preceding articles are entirely reciprocal, the two high contracting parties engage mutually to make good any losses which their respective subjects or citizens may incur by an arbitrary and illegal detention of their vessels; it being understood that this indemnit shall be borne by the Government whose cruises shall have been guilty of such arbitrary and illegal detention; and that the search and detention of vessels specified in the first article of this treaty shall be effected only by ships which may form part of the two navies, respectively, and by such of those ships only as are provided with the special instructions annexed to the present treaty, in pursuance of the provisions thereof. The indemnification for the damages of which this article treats shall be paid within the term of one year, reckoning from the day in which the mixed court

of justice pronounces its sentence.

Article IV. In order to bring to adjudication with as little delay and inconvenience as possible, the vessels which may be detained according to the tenor of the first article of this treaty, there shall be established, as soon as may be practicable, three mixed courts of justice, formed by an equal number of individuals of the two nations, amed for this purpose by their respective Govruments. These courts shall reside, one at Sierra Leone, one at the Cape of Good Hope, and one at New York.

But each of the two high contracting parties But each of the two light contracting parties eserves to itself the right of changing, at its leasure, the place of residence of the court or ourts held within its own territories.

These courts shall judge the causes submitted to them according to the provisions of the present treaty, and according to the regulations and instructions which are annexed to the present treaty, and which are considered an integral part thereof and there shall be no appeal from their decision. William H. Seward, Sec. of State.

Article V. In case the commanding officer of any of the ships of the navies of either country, duly commissioned according to the provisions of the first article of this treaty, shall deviate in any respect from the stipulations of the said treaty, or from the instructions annexed to it, the fications exchanged at London, May 25, 1862. Government which shall conceive itself to be Proclaimed by the President of the United | wronged thereby shall be entitled to demand re-BY THE PRESIDENT OF THE UNITED STATES OF itself to cause inquiry to be made into the subject of the complaint, and to inflict upon the said officer a punishment proportioned to any wilfui transgression which he may be proved to have

Article VI. It is hereby further mutually agreed. that every American or British merchant-vessel which shall be searched by virtue of the present treaty may lawfully be detained, and sent or brought before the mixed courts of justice estab-lished in pursuance of the provisions thereof, if, in her equipment, there shall be found any of the things hereinafter mentioned, namely:

First. Hatches with open gratings, instead of the close hatches, which are usual in merchant vessels. Second. ivisions or bulk-heads in the hold or on deck, in greater number than are necessary for vessels engaged in lawful trade.

Third. Spare plank fitted for laying down as a

econd or slave deck.
Fourth. Shackles, bolts, or handcuffs. Fifth. A larger quantity of water in casks or in tanks than is requisite for the consumption of the crew of the vessel as a merchant-vessel. Sixth. An extraordinary number of water casks, or of other vessels for holding liquid; unless the master shall produce a certificate from the custom-house at the place from which he cleared outwards, stating that a sufficient security had been given by the owners of such vessel that such extra quantity of easks, or of other vessels should ce used only to hold palm oil, or for other pur-poses of lawful commerce.

Seventh. A greater number of mess tubs or

vessel as a merchant-vessel. Eighth. A boiler, or other cooking apparatus, of an unusual size, and larger, or capable of being made larger, than fequisite for the use of the crew of the vessel as a merchant-vessel; or more than

one boiler, or other cooking apparatus, of the Ninth. An extraordinary quantity of rice, of the flour of Brazil, of manioc or cassada, com-monly called farinha, of maize, or of Indian corn, or of any other article of lood whatever, beyond the probable wants of the crew; unless such rice, flour, farinha, maize, Indian corn, or other article

of food, be entered on the manifest as part of the Tenth. A quantity of mats or matting greater than is necessary for the use of the crew of the vessel as a merchant-vessel; unless such mats or matting be entered on the manifest as part of the cargo for trade.
It it be proved that any one or more of the ar-

ticles above specified is or are on board, or have been on board during the voyage in which the vessel was captused, that fact shall be considered as prima facie evidence that the vessel was employed in the African slave trade, and she shall in consequence be condemned and declared lawful prize; unless the master or owners shall furnish clear and incontrovertible evidence, proving to the satisfaction of the mixed court of justice, that at the time of her detention or capture the vessel was employed in a lawful undertaking, and that such of the different articles above specified as were found on board at the detention, or as may have been embarked durit g the voyage on which she was engaged when captured, were indispensable for the lawful object of her voyage.

Article VII. If any one of the articles specified in the preceding article as grounds for condemnation should be found on board a merchant-vessel, or should be proved to have been on board of he during the voyage on which she was captured, no compensation for losses, demages, or expenses consequent upon the detention of such vessel, shall in any case be granted either to the master, the owner, or any other person interested in the equipment or in the lading, even though she should not be condemned by the mixed court of

justice.

Article VII. It is agreed between the two high contaacting parties, that in all cases in which a vessel shall be detained under this treaty, by their respective cruisers, as having been engaged in the African slave trade, or as having been fitted out for the purposes thereof, and shall consequently be adjudged and condemned by one of the mixed courts of justice to be established as aforesaid, the said vessel shall, immediately after its con-demnation, be broken up entirely, and shall be sold in separate parts, after having been so broken up; unless either of the two Governments should wish to purchase her for the use of its navy, at a price to be fixed by a competent person chosen for that purpose by the mixed court of justice, in which case the Government whose cruiser shall have detained the condemned vessel shall have

the first option of purchase. Article IX. The captain, master, pilot, and crew of any vessel condemned by the mixed courts of justice shall be punished according to the laws of the country to which such vessel belongs, as shall also the country to which such vessel belongs, as shall also the country to which such vessel belongs. also the owner or owners and the persons inter ested in her equipment or cargo, unless the prove that they had no participation in the enter

For this purpose, the two high contracting par-ties agree that, in so far as it may not be attended with grevious expense and inconvenience, the master and crew of any vessel which may be condemned by a sentence of one of the mixed courts of justice, as well as any other persons found on the vessel, shall be sent and delivered up to the jurisdiction of the nation under whose flag the condemned vessel was sailing at that time of capdence of their desire to obtain edu-dence of their desire to obtain edu-graphic of the high contracting parties shall, from time to time, communicate to other persons, shall also be sent with him.

The same course shall be pursued with regard to subjects or citizens of either contracting party who may be found by a cruiser of the other on board a vessel of any third power, or on board a vessel sailing without flag or papers, which may be condemned by any competent court for hav-ing engaged in the African slave trade. Article X. The negroes who are found on board of a vessel condemned by the mixed courts of justice, in conformity with the stipulations of this treaty, shall be placed at the disposal of the Government whose cruiser has made the cap-ture; they shall be immediately set at liberty, and shall remain free, the Government to who they have been delivered guaranteeing their lib

erty.
Article XI. The acts or instruments annexed to this treaty, and which it is mutually agreed shall form an integral part thereof, are as follows: (A) Instructions for the ships of the navies of both nations, destined to prevent the African slave trade.

(B) Regulations for the mixed courts of jus Article XII. The present treaty shall be rati-fied, and the ratifications thereof shall be ex-changed at London in six months from this date, or sooner if possible. It shall continue and re-main in full force for the term of ten years from the day of exchange of the ratifications, and fur-ther until the end of one year after either of the contracting parties shall have given notice to the

other of its intention to terminate the same, each of the contracting parties reserving to itself the right of giving such notice to the other at the end of said term of years: And it is hereby agreed between them, that, on the expiration of one year after such notice shall have been received by either from the other party, this treaty shall alto-gether cease and determine. In witness whereof the respective plenipotentiaries have signed the present treaty, and have hereunto affixed the seal of their arms.

Done at Washington the seventh day of April, in the year of our Lord one thousand eight hundred and sixty-two.

LYONS.

LYONS. Annex (A) to the Treaty between the United

States of America and Great Britain, for the Suppression of the African Slave Trade, signed at Washington on the 7th day of April, 1862.

Instructions for the Ships of the United States and British Navies employed to prevent the African Slave Trade.

Article I. The commander of any ship belong-ing to the United States or British navy which shall be furnished with such instructions, shall have a right to search and detain any United States or British merchant vessel which shall be actually engaged, or suspected to be engaged, in the African siave trade, or to be fitted out for the purposes thereof, or to have been engaged in such trade during the voyage in which she may be met with by such ship of the United States or British navy; and such commander shall thereupon bring or send such merchant vessel (save in the case provided for in article V of these instruc-tions) as soon as possible, for judgment, befor-one of the three mixed courts of justice established in virtue of the fourth article of the said treaty, that is to say:

at the Cape of Good Hope and at Sierra Leone, which may be nearest to the place of detention. or which the captor, on his own responsibility,

Article II. Whenever a ship of either of the two navies, duly authorized as aforesaid, shall meet a merchant vessel liable to be searched under the provisions of the said treaty, the search shall be conducted with the courtesy and consideration which ought to be observed between allied and whole or in part, may receive the same without prejudice to any land grant, or other rights or translate particles. friendly nations; and the search shall in all cases be made by an officer holding a rank not lower than that of a licuter ant in the navy; or by the officer who at the time shall be second in comnand of the ship by which such search is made. Article III. The commander of any ship of the two navies, duly authorized as aforesaid, who may detain any merchant vessel, in pursuance of the tenor of the present instructions, shall leave on board the vessel so detained, the master, mate or boats wain, and two or three, at least, of the crew, the whole of the negroes, if any, and all the cargo. The captor shall, at the time of detention, draw up in writing a declaration which shall exhibit the sttte in which he found the dejustice before which such vessel shall be carried or sent for adjudication. He shall deliver to the master of the detained vessel a signed and certified list of the papers found on board the same, as well as a certificate of the number of negroes found on board at the moment of detention. In the declaration which the captor is hereby required to make, as well as in the certified list

of the papers seized, and in the certificate of the number of negroes found on board the detained vessel, he shall insert his own name and surname, the name of the capturing ship, and the latitude and lonxitude of the place where the detention shall have been made.

The officer in charge of the detained vessel, shall, at the time of bringing the vessel's papers into the mixed court of justice, deliver into the court a certibrate signed by himself, and verified court a certificate signed by himself, and verified on oath, stating any changes which may have ta-ken place in respect to the vessel, her crew, the negroes if any, and her cargo, between the period of her detention and the time of delivering in such paper.

Article IV. If urgent reasons, arising from the

length of the voyage, the state of health of the negroes, or any other cause, should require that either the whole or a portion of such negroes should be disembarked before the vessel can arrive at the place at which one of the mixed courts of justice is established, the commander of the capturing ship may take upon himself the responsibility of so disembarking the negroes, provided the necessity of the disembarkation and the causes thereof be stated in a certificate in proper

form Such certificate shall be drawn up and entered on the log-book of the detained vessel.

Article V. In case any merchant vessel detained in pursuance of the present instructions, should prove to be unseaworthy, or in sush a condition as not to be taken to one of the three ports where the mixed courts of justice are to be established in pursuance of the treaty of this date, the commander of the detaining cruiser may take upon himself the responsibility of abandoning or destroying her, provided the exact causes which made such a step imperatively necessary be stated in a certificate verified on oath. Such certificate shall be drawn up and formally executed in du

plicate at the time.

In case of the abandonment or destruction of a In case of the abandonment or destruction of a detained vessel, the master and crew, together with the negsoes and papers found on board, and one copy of the sworn certificate mentioned in the preceding paragraph of this article, shall be sent and delivered to the proper mixed courts of justice at the earliest possible moment.

The undersigned plenipotentiaries have agreed, in conformity with the XIth article of the treaty signed by them on this day. that the present in-

signed by them on this day, that the present in-structions shall be annexed to the said trea-ty, and be considered an integral part the-Done at Washington the seventh day of April dred and sixty-two.
WILLIAM H. SEWARD.

Fall and Winter Importation,

ARMSTRONG, CATOR & CO.

Ribbons, Millinery, and Straw Goods.

Ribbons, Bonnets, Silks and Satins, Velvets, Ruches, Flowers, Feathers, Straw Bonnets, Ladies' Hats, trimmed and untrimmed, Shaker Hoods,

No. 237 and Lofts of 239, Baltimore St., BALTIMORE, MD., OFFER A STOCK UNSURPASSED IN THE United States in variety and cheapness.

LAWS OF THE UNITED STATES,

Passed at the First Session, which was begun

and held at the City of Washington, in the District of Columbia, on Monday, the fourth day of December, A. D. 1865, and ended on Saturday, the twenty-eighth day of July, A. PUBLIC ACTS. ANDREW JOHNSON, President. LA FAYETTE

S. Foster, President of the Senate. La FAYETTE S. FOSTER was elected President of the Senate pro tempore on the seventh day of March, and so acted until the end of the Session. SCHUYLER COLFAX, Speaker of the House of Representatives. CHAP. CLVIII.

An Act to extend the Time for the Reversion to the United States of the Lands granted by Congress to aid in the Construction of a Railroad from Amboy, by Hillsdale and Lansing, to some Point on or near Traverse Bay, in the State of Michigan, and for the Completion of

ons completed lines.
Approved, July 3, 1866. said Road. Be it enacted by the Senate and House of Representatives of the United States of America in in Congress assembled. That the time limited by the fourth section of an act entitled "An act making a grant of alternate sections of the public lands to the State of Michigan, to aid in the construction of certain railroads in said State, and for other purposes," approved June three, eighteeen hundred and fifty-six, for the completion of the railroad from Amboy, by Hillsdale and Lansing, to some point on or near Traverse bay, shall be, and hereby is, revived and extented for the period of seven years, from and after the third day of June, one thousand eight hundred and sixty-six; and that said grants shall continue and remain in full force and effect for and during that period, as if it had been so provided in said fourth period, as if it had been so provided in said lourth section of said act of June three, eighteen hundred and fifty-six: Provided the Amboy, Lansing, and Traverse Bay Railroad Company, a corporation organized under the laws of the State of Michigan, shall Srfeit all right to said grant, or any part thereof which it may now have, or which may hereafter be conferred upon it, by the legisleture of the State of Michigan if any whenver

lature of the State of Michigan, if and whenever the said company shall fail, in whole or in part the said company shall fail, in whole or in part fully and completely to perform any of the following conditions, that is to say: First, to clear, grug, and grade twenty consecutive miles of the rord-bed of said road between Owasso and Saginaw City, so that the same shall be in readiness for the ties and iron by the first day of February, eighteen hundred and sixty-seven; Second, to fully complete said road from Owasso to Saginaw City, so that the same shall be in readiness for the City, so that the same shall be in readiness for the running of trains by the first day of November, eighteen hundred and sixty-seven; Third, to fully complete in like manner twenty miles of said road November, eighteen hundred and sixty-seven, and to fully complete the entire road by the time limited by this act: And provided further, That one of the three mixed courts of justice estab-ished in virtue of the fourth article of the said freaty, that is to say:

If the above conditions by the respective times lim-ited the legislature of said Amboy, Lansing, and Traverse Bay Rail Company to perform any of the above conditions by the respective times lim-ited the legislature of the State of Michigan may drica, she shall be brought before that one of If the vessel shall be detained on the coast of Africa, she shall be brought before that one of the two mixed courts of justice to be established the said grant upon some other anilroad corportion, or corporations, upon such terms and continuous of Good Hope and at Sierra Leone, the purposes of the said act of June three, eighteen If the vessel shall be detained on the coust of the Island of Cuba, she shall be brought before the mixed court of justice at New York.

Article II. Whenever a ship of either of the two navies, duly anthorized as aforesaid, shall record.

franchises previously acquired. But in no case shall such corporation or corporations be entitled consolidated in accordance with the provisions o this act: And, provided, further, That if the legis lature shall, in any such case of failure, so confer said grant as above provided, then the said lands, or so much thereof as shall then remain not law fully disposed of, shall be subject to the disposa and future control of said legislature, as provided in section three of said act of June three, eighteen hundred and lifty-six, until the expiration of the time limited by this act. But in case the said tained vessel; such declaration shall be signed by himself and shall be given in or sent, together with the cartured vessel, to the mixed court of Unitek States. grant, then the said lands shall revert to the Unitek States.

Sec. 2. And be it further enacted, That the Flint

and Pere Marquette Railroad Company may change the western terminus of its road to some point on Lake Michigan, at or south of Grand Traverse Bay; and any railroad corporations, having a right to the respective land grants specified in the said act of June three, eighteen hundred and fifty-six, located in the lower peniusula of the fifty-six, located in the lower pennisula of the State of Michigan, may unite and contract with each other, or with any other railroad corporation or corporations, for the construction and operation of a single line of road for any portion of their routes, without prejudice to any land grants, or other rights or franchises previously acquired. And any and all such corporations are nereby authorized to change the location of their lines of road, so far as may be necessary, for the purpose of such consolidation, but not so as to change their respective termini otherwise than is authorized by this act. And whenever any change of terminus or location of line is made, as provided for in this act, the corporation or corporations making such change, shall file in the General Land Office new maps definitely showing such change and the new line of road adopted: Provided, That the road mentioned in the first section of this act shall run on the west side of Saginaw river, and

that the principal depot shall be located in the northern portion of the plat of Saginaw City, so as best to accommodate the cities of Saginaw and East Saginaw. Sec. 3. And be it further enacted, That the lands granted by the said act of June three, eighteen hundred and fifty-six, to aid in the con-struction of the railroad described in the first section of this act, shall be disposed of only in the following manner, that is to say: when the Gover of the State of Michigan shall certify to the Secretary of the Interior that ten or more pleted in a good and substantial manner, as a first-class railroad, stating definitely the commencement and termination of each completed portion of said road and the corporation or cor-poration so entitled to land on account thereof, the Secretary of the Interior shall cause patents for lands for such completed portion of said road to be isssued to said corporation: Provided, That none of said lands shall be acquired or so patented none of said lands shall be acquired or so patented for any portion of said road so completed south of the intersection of said road with the Detroit and Milwaukee railway, until the whole of saib road north of said intersection shall have been completed and the lands therefor patented as aforesaid: And provided further, That the road mentioned in the first section of this act shall be and remain a public highway for the use of the government o: the United States, and shall transport, free from toll or other charges, all property, troops, and munitions of war belonging to the same.

SEC. 4. And be it further enacted, That all laws and parts of laws inconsistent with the provisions of this act are hereby repealed.

Approved, July 3, 1866.

CHAP. CLIX.

An Act to amend an Act entitled "An Act to

amend an Act entitled 'An Act to aid in the

Construction of a Railroad and Telegraph Line from the Missouri River to the Pacific Ocean, and to secure to the Government the Use of the same for Postal, Military, and other Purposes, approved July 1, 1862, approved July 2, 1864. Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That the Union Pacific Railway Company, eastern division, is hereby author ized to designate the general route of their said road and to file a map thereof, as now required by law, at any time before the first day of December, eighteen hundred and sixty-six; and upon the filing of the said map, showing the general route of said road, the lands along the line thereof, so lar as the same may be designated, shall be reserved from sale by order of the Secretary of the Interior.

Provided The said company shall be cutified to Provided, That said company shall be entitled to only the same amount of United States bonds Orders solicited, and prompt attention given.

Orders solicited, and prompt attention given.

Terms—CASH.

Sept. 13, 1866.

Only the same amount of United States bonds to aid in the construction of their line of railroad and telegraph as they would have been entitled to if they had connected their said line with the words "Nitro-Glycerine, Danger one;" and any person, company, or corporation, who shall knowingly violate the provisions of this section, shall be liable to a fine of not less.

NO. 111.

of longitude as now required by law: And provided further, that said company shall connect their line of railroad and telegraph with the Union Pacific railroad, but not at a point more than fifty miles westwardly from the meridian of Denver in

Pacific Railroad Company, with the consent and approval of ithe Secretary of the Interior, are hereby authorized to locate, construct, and continue their road from Omaha, in Nebraska Territory, westward, according to the best and most practicable route, and without reference to the initial point on the one hundredth meridian of west locations. west longitude, as now provided by law, in a con-tinuous completed line, until they shall meet and connect with the Central Pacific Railroad Com-pany of California; and the Central Pacific Railpany of California; and the Central Pacific Kallroad Company of California, with the consent and
approval of the Secretary of the Interior, are
hereby authorized to locate, construct, and continue their road eastward, in a continuous completed line, until they shall meet and connect with
the Union Pacific Railroad: Provided, That each
of the above-named companies shall have the
right, when the nature of the work to be done, by
reason of deep cuts and tunnels, shall for the exreason of deep cuts and tunnels, shall for the expeditious construction of the Pacific railroad require it, to work for an extent of not to exceed three hundred miles in advance of their continu-

CHAP. CLX.

An Act granting certain Lands to the State of Michigan to aid in the Construction of a Ship Canal to connect the Waters of Lake Superior with the Lake known as Lac La Belle, in said

Be it enacted by the Senate and House of Bepresentatives of the United States of America in Congress assembled, That there be, and is hereby, granted to the State of Michigan, for the use and benefit of the "Lac La Belle Harbor Improvement." Company," a company organized under and by virtue of the laws of the State of Michigan, for the purpose of aiding in the construction of a ship canal to connect the waters of Lake Superior with the lake known as Lac La Belle, in said State, one hundred thousand acres of the public of the United States in the upper peninsula of Michigan, to be selected from the odd numbered sections of land selected from the odd numbered sections of land nearest the location of the said canal, not otherwise reserved or appropriated, nor designated by the United States as "mineral lands" prior to the passage of this act, nor to which the rights of pre-emption or homestead have attached: Provided, That the said canal shall be at least one hundred feet wide at the top, seventy-five feet wide at the bottom, and shall have, when completed, a depth of water through its entire length of at least twelve feet, running from sixteen feet of water in Lac La Belles. And provided further, That said canal shall be and remain a pulic highway for the use of the government of the United way for the use of the government of the United States, free from toll or charge upon the vessels of said government, or upon vessels employed by of said government, or upon vessels employed by said government in the transportation of any property or troops of the United States.

SEC. 2. And be it further enacted, That the lands hereby granted shall be subject to the disposal of the legislature of the State of Michigan for the purposes aforesaid and no other; that as soon as the Governor of the said State shall file, or convert be filed with the Secretary of the Interval. cause to be filed, with the Secretary of the Inte-Fior, a map or plan showing the location of the said canal, then it shall be the duty of the Secretary of the Interior to withdraw from market the lands applicable and subject to the provisions of this act; and whenever the Governor of the State of Michigan shall certify to the Secretary of the Interior that the said ship canal has been com-pleted, in a good, substantial, and workmanlike manner, in all respects in conformity with the provisions of this act, and to his satisfaction, then it shall be the duty of the Secretary of the Interior to issue patents to the said State of Michigan for the land hereby granted.

SEC. 3. And be it further enacted, That if the ship canal shall not be completed within two years from and after the passage of this act, the lands hereby granted shall revert to the United

Approved, July 3, 1866.

CHAP. CLXI. An Act granting Lands to the State of Michigan to aid in the Construction of a Harbor and Ship Canal at Portage Lake, Keewenaw Point, Lake

Superior, in said State. Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and hereby is, granted to the State of Michigan, to aid in the building of a harbor and ship canal at Portage lake, Keewenaw Point, Lake Superior, in addition to a former grant for that purpose, approved March the third, eighteen hundred and sixty-five, two thundred housand acres of land in the upper peninsula of the State of Michigan, and from land to which the right of homestead or pre-emption has not attached: Provided, That one hundred and fixty thousand acres of said lands shall be selected from alternate odd-numbered sections, and fifty thousand acres from even-numbered sec-tions of the lands of the United States. Said of the Portage Lake and Lake Superior Ship Canal Company, in accordance with an act of the legislature of the State of Michigan, conferring the land granted to said State, by the act herein referred to, on said company: And provided fur-ther. That the time allowed for the completion of said work and the right of reversion to the United States, under the said act of Congress, approved March the third, eighteen hundred and sixty-five, be extended three additional years: And provided further, That no lands designated by the United States as "mineral" before the passage of this act shall be included within this

Approved, July 3, 1866.

CHAP, CLXII. An Act to regulate the Transportation of Nitro-Glycerine, or Glynoin Oil, and other Substances therein named.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That hereafter it shall not be lawful to transport, carry or convey, ship, deliver on board, or cause to be delivered on board, the on board, or cause to be delivered on board, the substance or article known or designated as nitro-glycerine, or glynoin oil, nitrofeum, or blasting oil, or nitrated oil, or powder mixed with any oil, or fibre saturated with any such [article] or oil, or fibre saturated with any such [article] or substance upon or in any sldp, steamship, steamboat, vessel, car, wagon, or other vehicle, used or employed in transporting passengers by land or water between a place or places in any foreign country and a place or places within the limits of any State, territory, or distict of the United States, or between a place in one State, territory, or district of the United States, and a place in any other State, territory, or district thereof; and any person, company, or corporation who shall knowingly violate the provisions of this section, shall be liable to a fine of not less than one thousand nor more than ten thousand dollars, at the discretion of the court, one half to the use of the cretion of the court, one half to the use of the

nformer. SEC. 2. And be it further enacted, That in case SEC. 2. And be it further enacted. That in case the death of any person shall be caused, directly or indirectly, by an explosion of any quantity of saie substances or articles, or either of them, while the same is being placed upon or in any such ship, steamship, steamboat, vessel, car, wagon, or other vehicle, to be transported, carried, or conveyed thereon or therein in violation of the foregoing thereon or therein in violation of the foregoing section, or while the same is being so transported, carried, or conveyed, or while the same is being removed from such ship, steamship, steamboat, vessel, car, wagon, or other vehicle, every person who knowingly placed or aided, or permitted the placing of the said substance upon or in such ship, steamship, steamboat, vessels, car, wagon, or other vehicle, to be so transported, carried, or conveyed, shall be deemed guilty of manelaughter, and on conviction thereof shall suffer imprisonment for a period not less than two years. ment for a period not less than two years.

SEC. 3. And be it further enacted, That it shall

SEC. 3. And be it further enacted, That it shall not be lawful to ship, send, or forward any quantity of the said substances or articles; or to transport, convey, or carry the same by a ship, boat, vessel, vehicle, or conveyance, of any description, upon land or water, between a place in a foreign country and a place within the United States, or between a place in one State, territory, or district of the United States, and a place in any other State, territory, or district thereof; unless the same shall be securely enclosed, deposited or packed in a metallic vessel surrounded by plaster of paris, or other material that will be non-explosive when saturated with such oil or substance, plosive when saturated with such oil or substance, and separate from all other substances, and the outside of the package containing the same, be marked, printed, or labelled in a conspicuous manner with the words "Nitro-Glycerine, Danger-